



FAST Program Planning and Funding Workshops

September 2003 – January 2004

Final Report
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The FAST Corridor Project
(Freight Action Strategy for Seattle - Tacoma – Everett)
is co-sponsored by
The Washington State Department of Transportation and
The Puget Sound Regional Council

FAST Partners

Freight Mobility Strategic Investment Board	City of Everett
Transportation Improvement Board	City of Puyallup
Puget Sound Regional Council	City of Tacoma
Port of Everett	City of Fife
Port of Seattle	City of Renton
Port of Tacoma	City of Tukwila
City of Algona	King County
City of Kent	Pierce County
City of Seattle	Snohomish County
City of Auburn	Burlington Northern Santa Fe Railroad
City of Pacific	Union Pacific Railroad
City of Sumner	Washington Truckers Associations

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**Washington State
Department of Transportation**

Puget Sound Regional Council
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I. ABOUT THIS REPORT

The FAST partners held two workshops in September of 2003 and January of 2004 designed to assess the evolution, status, and future direction of the FAST program. This report details the proceedings, discussions, and outcomes of those workshops. The report is organized in chronological order and presents information from the two FAST partner workshops as well as from two small-group meetings on preparing a legislative funding strategy for FAST. Detailed minutes and agendas from the workshops are included in the Appendices.

A key aspect of the assessment done by the partners was the definition of what FAST should be focusing on in the months to come. At the end of the first workshop, the FAST partners concluded and agreed that FAST should “remain as FAST,” with its top priority completing Phase I and Phase II projects. As a result of this consensus, the emphasis of the remaining workshops shifted from long-term strategic planning and discussion of FAST Phase III to a focus on how to secure funding for the remaining projects. The partners developed federal, state and regional funding strategies for implementation as the focus of FAST’s work in the spring of 2004.

II. STRATEGY WORKSHOP

September 23, 2003 - Everett Multi-Modal Station

At the September workshop, participants acknowledged the successes of the Phase I implementation and the allocation of funding to some Phase II projects. More than 14 of the FAST partners were represented at the workshop, as were a number of private-sector firms, including Boeing, UPS and DHL/Airborne Express.

Panelists, both freight users and freight providers, shared views on the emerging economic pressures, business needs, and challenges they face moving freight in the congested Puget Sound region. They also discussed ideas regarding what should be done to alleviate some of these pressures. Experience from around the world was shared, including direction on what FAST should do to remain competitive in a global market. Following a morning of intense discussion, participants worked in groups to discuss the challenges, opportunities, strategies and actions that FAST should focus on over the next several years.

Defining the Threat

Puget Sound ports face strong competition from US marine ports on the East and West Coasts, and from Vancouver, B.C. Shippers are concerned about cost, reliability, and travel time for the total trip of their products, and they choose routes that offer the best value for their customers. All links in the logistics and distribution chains are considered, including marine travel time; port efficiency including dwell times, sorting, loading, security and landside access; truck travel times and the impacts of roadway congestion; airport and railway access and reliability; and the related costs of all modes.

Below are key issues from the panelists' discussions, focusing on significant challenges and direction to the workshop participants. Complete summaries of the presentations by the users and providers can be found in the workshop minutes. Note: the opinions expressed in the panelists' presentations do not necessarily represent the opinions of the FAST program or the FAST partners and should not be taken as such.

Freight Users



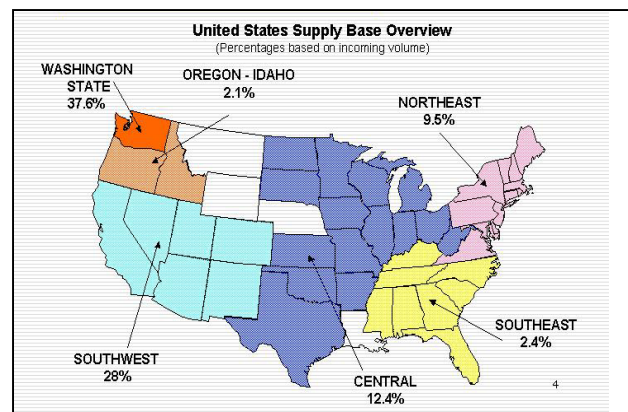
Scott Garl, Boeing Company

What's at Stake

Washington State retains over 37% of Boeing's supply base, the largest portion in the country. Boeing's strategy of building airplane components at some facilities and assembling them at others requires they be able to move both large pieces of airplane, small parts, and people efficiently. In order to reduce storage space, Boeing is more dependent than ever on just-in-time delivery of parts. Over 65% of Boeing's

Washington State supply base is located in Seattle's Eastside and the Auburn Valley.

This makes I-5 and I-405 critical in the Boeing supply chain as parts are moved from the manufacturing facilities to Renton and Everett for assembly.



Source: presentation by Scott Garl, 9/23/03

Boeing has a large transport fleet of 186 vehicles and 239 drivers to move people and airplane parts to over 18 Puget Sound sites. These vehicles come in all sizes and shapes, including semis with trailers, box vans, flat beds, vans and support vehicles. Boeing also has 200 railroad cars dedicated to moving airplane parts. They contract with 9 ocean carriers calling on East and West Coast ports, with 7 of those carriers operating through the Ports of Seattle and Tacoma each week.

Threats/Challenges

Ocean Freight

- The weekday-only operational shifts at ports means that freight arriving on weekends is delayed.
- Inadequate port access causes additional delays.

Roadways

- Commuter curfew restrictions mean freight can only travel during certain times of the day.

- Traffic congestion and merging plans make it difficult to develop reliable shipping schedules and challenging to maneuver in heavy traffic.
- Unexpected construction causes costly delays for freight movement.
- Some bridges and overpasses are inadequate for shipping large components.

Rail

- Reduced railcar service impacts shipping options.
- Railroad infrastructure and rail car sizes are inadequate for shipping large components.
- Layovers and other operational “inactivities” in Spokane pose problems.

Air

- 48-hour delays on weekend freight deliveries due to airport freight hours slow freight movement.
- Limited air freighter service to and from the Puget Sound region makes it difficult to schedule shipments.
- Unpredictable access for freight drivers impacts reliability needed to make air connections.
- Abrupt signage at SeaTac Airport is unsafe and can result in extra trip length.

Strategies

- Document and share height and width of bridges and overpasses.
- Improve the communication between WSDOT and freight users to announce and plan for road construction projects.
- Improve just-in-time delivery efforts by placing systems on shop floors to coordinate with logistics services and global suppliers.
- Increase port and airport hours to include weekends.



Photos courtesy Scott Garl, Boeing Company



Doug Baker, United Parcel Service

What's at Stake

UPS is both a provider and a user; delivery vans make up only a portion of their overall business. Customers care more about information and schedules, making mobility and reliability the primary concern. In order to meet delivery schedules, UPS adds more trucks to the roadways, adding to the congestion that slows them down.

Threats/Challenges

Traffic congestion is the primary problem that UPS faces in meeting customers' reliability expectations. Historically, they have been able to rely on using side streets, but congestion has increased there, too. Limited port and airport hours of operation also hinder UPS's delivery schedule.



Photo courtesy WSDOT

Strategies

- Continue to improve regional mobility, including constructing grade separation projects.
- Continue to increase port efficiency – it's making a difference.

Dan Gatchet, West Coast Trucking

Threats/Challenges

Two key challenges face the trucking industry: attracting and retaining reliable drivers, and congestion at rail and marine terminals and on highways.

Strategies

- Extend marine gate hours to 24 hours per day.
- Increase the use of technology to speed the flow of trucks through terminals.